

The January 2, 1892, issue of the Rocky Mountain News described the DL&G as “a humble affair” with 15 miles of track and eight stations. A century after Loveland platted Lakewood, Associated Railways abandoned its route to the Denver Federal Center. As a result, Lakewood was the first city in the late-20th-century America to lose its rail service despite having more than 100,000 citizens.

Few mourned the loss of freight traffic in Lakewood by the end of the 20th century, but there were still many residents who fondly recalled the Denver & Intermountain Railroad (D&IM). The D&IM trolleys carried Lakewood’s residents from downtown Denver out to Golden for nearly five decades. The D&IM made the rural community of Lakewood seem a little more sophisticated. As the automobile reshaped Lakewood and the nation, it was no longer important to remember a timetable for trains and trolleys. As gravel roads expanded into four-lane highways, segments of the D&IM track rusted from abandonment and exposure.

The D&IM 84 trolley made stops at Pierce and West Thirteenth Avenue. Route maps identified stations by locally familiar names or landmarks such as Deviny Station (Wadsworth Boulevard) and Beehive (Kipling Street). According to a timetable from the 1920’s, the 84 trolley ran from downtown Denver’s interurban loop to its terminus at West Thirteenth Street and Washington Avenue in Golden in 38 minutes.

The station at West Thirteenth Avenue and Garrison Street was known as Smiths station. The Smiths stop was named after an early ranching family, and Garrison Street was originally called Smith Road. The D&IM also ran a freight service, and many local sugar beet growers would ship from Smiths station to sugar beet refineries outside of Denver. During the years when most of Lakewood’s residents made their living off the land, there was a sugar beet dump adjacent to the tracks. Not all stops along the 84 trolley route could boast covered stations. The Smiths had a lot of traffic because there was a modest structure protecting waiting passengers from the elements.

The trolley’s linear rails have carried Lakewood back full circle. In 2013, Denver’s Regional Transportation District launched a new light rail route that closely follows the D&IM original alignment.

Information gathered from the internet and *Images of American, Early Lakewood* by Robert and Kristen Autobee with Lakewood's Heritage Center